Table 23: "Before" & "After" Sub-system Signal Timing Plan Cycle Lengths

Corridor	Sub-system	Intersections [2]	No. of Intersections	Cycle Length [1]					
				AM Peak		Midday		PM Peak	
				Before	After	Before	After	Before	After
27th Street	A	Between Kensington Dr. and Superior St.	4	120	120	100	100	120	120
	B	Between Fairfield St. and Cornhusker Hwy.	3	120	120	100	100	120	120
	C	Between Fair St. and "O" St.	6	120	120	100	100	120	120
48th Street	A	At Superior St.	1	Free	Free	Free	Free	Free	Free
	B	At Cornhusker Hwy.	1	120	120	100	100	60	120
	C	Between Fremont St. and Leighton Ave.	5	120	120	100	100	60	120
	D	Between Holdrege St. and "O" St.	5	120	120	100	100	60	120
70th Street	A	Between Havelock Ave. and "O" St.	9	60	60	60/100[3]	50	60	120
Vine Street	A	Between 14th St. and 33rd St.	6	120	120	60/100[3]	100	120	120
	B	Between 45th St. and 70th St.	7	120	120	60/100[3]	100	120	120
Pioneers Boulevard	A	Between 33rd St. and 56th St.	6	120	120	75	75	120	120
Nebraska Highway 2	A	Between Van Dorn St. and Old Cheney Rd.	11	120	120	60/100[3]	60 / 100 [4]	120	120

Notes:

1 The cycle lengths presented, represent sub-system cycle lengths. Half-cycling was used at some intersections, during some time periods, to increase intersection efficiency (for "before" and "after" conditions). Pedestrian signals were all set to operate with a 60 second cycle length.

2 "O" Street operates as a separate sub-system and as a result, cycle lengths, offsets and "O" Street timings were not modified.

3 Prior to implementation of new signal timings, intersections along this corridor operated at various cycle lengths.

4 The intersections of 9th/Van Dorn Streets and 10th/Van Dorn Streets operate with a 60-second cycle length as part of the 9th/10th Street sub-system. The remaining intersections along the Highway 2 corridor operate with a 100-second cycle length.